

THE DAILY SENTINEL. Published for the Proprietors, by R. F. K. & CO. Tuesday Morning, June 20. For City Matters and Telegraph Despatches, see Third page.

Extra copies of today's Sentinel, with the Rail Road map accompanying, in wrappers, ready for mailing, may be obtained in the Counting Room, price 10 cents. We think that our Merchants and Business men may profitably invest a few dollars by buying and sending copies to their numerous correspondents at the East. Milwaukee agents need to be known, to be appreciated.

Milwaukee and its Rail Roads.

We present to our readers this morning a lithographed Map, exhibiting the system of Rail Roads centering at Milwaukee, with their Eastern, Southern, and Western connections, in Michigan, Canada, Illinois, Indiana, and Ohio. The map was prepared by the General Agent, Mr. S. J. B. Clark, a clever artist, whose office is in the Sentinel Block. As a proper accompaniment to the Map, we submit a detailed account of the several Railway enterprises in which our City is interested, compiled from the most reliable sources, and presenting a clear, though, too, valuable information. Our readers abroad, if they desire to receive with this map and descriptive account of our Rail Roads, a brief sketch of our City, which we accordingly offer.

The City of Milwaukee, which dates back only a few years, was up to 1834 an Indian trading post, inhabited by a solitary white man, Mr. J. W. Smith. The Black Hawk war, which made known the interior of Wisconsin, to a perfect wilderness, gave the first impulse to its settlement in this direction, and laid the basis of the future City. Milwaukee is advantageously located upon the Milwaukee and Wisconsin Rivers; circling round a fine bay on the west shore of Lake Michigan, about 90 miles north of Chicago. A flat of considerable extent, which borders the two rivers, affords ample room for the business portion of the city, while the high bluffs overlooking the Lake upon the North, and sweeping round in a semicircle to the South, and rising to a height of 100 feet, afford a magnificent site for private residences, churches and public buildings. The soil is of a generally fertile, constituting an excellent material for the carriage way of the streets; the inequalities of the surface admit of such grades as to secure the thorough drainage of the city, while the clay banks to the immediate vicinity furnish a material for the construction of wharves and piers, and the high bluffs afford an excellent site for the city's public buildings.

The city of Milwaukee was first laid out in 1835; the first newspaper was published in 1836; the first election was held in October of 1836, when one poll was held for what are now the counties of Milwaukee, Waukesha, Jefferson, Dodge, Washington and Dodge, and about 300 votes were cast. The town began to fill up quite rapidly between 1835 and 1838; then came a period of stagnation, followed by a revival of business and immigration in '39-40. From this period the population increased rapidly till 1850-51, when Milwaukee experienced a second check from the combined effects of California emigration, and the depression of the market. The city, however, continued to grow, and in 1852, when one poll was held for what are now the counties of Milwaukee, Waukesha, Jefferson, Dodge, Washington and Dodge, and about 300 votes were cast. The town began to fill up quite rapidly between 1835 and 1838; then came a period of stagnation, followed by a revival of business and immigration in '39-40. From this period the population increased rapidly till 1850-51, when Milwaukee experienced a second check from the combined effects of California emigration, and the depression of the market.

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The above result shows an increase in the five months of the year, the least amount of business in the city during the whole year, of about 1500 per cent. On the 1st day of April last, I submitted an estimate of the gross receipts for the year, amounting to \$1,000,000. The actual receipts for the year, however, have been \$1,000,000, showing an increase of \$1,000,000. It is believed that no city in the Union has done as much in proportion to its means and population, towards opening avenues of trade and travel with the interior, as the city of Milwaukee.

Milwaukee and Mississippi Railroad. The Milwaukee and Mississippi Railroad, now completed and in full operation to Madison, (96 miles), the Capital of the State, with a branch to Janesville, county seat of Rock county, and the seat of a large business, as being the first Wisconsin Railroad to make a showing of earnings, first claims the honor. Its general direction is westerly from Milwaukee, and the proposed terminus on the Mississippi at Prairie du Chien, at the mouth of the Wisconsin River, is less than 300 miles west from this city, while Madison, to which place the road is now completed, is on the line just half way between the termini. The road, however, is not straight between Milwaukee and Madison, but diverges north of a direct line to the point where the Waterson Railroad connects, and again south to within 8 miles of Janesville; and beyond that point, the route is a very favorable one down the valley of the Wisconsin to Prairie du Chien. The line which will probably be selected has one tangent line of 30 miles in length, and several stretches of 4 to 6 miles each, while upon 90 miles of the distance between Milwaukee and the Mississippi, the grade does not exceed 10 feet to the mile, and in no part of the route does it exceed 22 feet to the mile. Such a road must be well calculated for a high average of speed.

Our readers are familiar with the difficulties under which this road has been labored. They know how it has been pushed along against the pressure of obstacles which at times seemed insuperable, until it has reached a point where the fact that its stock pays 10 per cent. dividend, is a sufficient answer to all objections, and a most gratifying reward to those who have stood by the enterprise when it most needed friends. City and country alike share in the benefit, as they have shared in the labor and cost.

We present below some statistics showing the times of opening the different sections of this road, and the amount of gross and net earnings from year to year:

Section	Opening	Gross Earnings	Net Earnings
Milwaukee to Madison	Jan. 23, 1852	\$282,111	\$7,596.98
Madison to Janesville	Aug. 31, 1852	\$1,000,000	\$1,000,000
Janesville to Waterson	Jan. 1, 1853	\$1,000,000	\$1,000,000
Waterson to Prairie du Chien	Jan. 1, 1853	\$1,000,000	\$1,000,000

The Milwaukee and Mississippi Railroad was opened to Madison, 96 miles, on Jan. 23, 1852. The gross earnings from that time to the 31st of December, 1851, amounted to \$282,111, and the net earnings, \$7,596.98. The road was then extended to Janesville, 96 miles, on Aug. 31, 1852. The gross earnings from that time to the 31st of December, 1852, amounted to \$1,000,000, and the net earnings, \$1,000,000. The road was then extended to Waterson, 96 miles, on Jan. 1, 1853. The gross earnings from that time to the 31st of December, 1853, amounted to \$1,000,000, and the net earnings, \$1,000,000. The road was then extended to Prairie du Chien, 96 miles, on Jan. 1, 1853. The gross earnings from that time to the 31st of December, 1853, amounted to \$1,000,000, and the net earnings, \$1,000,000.

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This result being based on the actual business of the plant, which follows nearly the same line of the railroad, should be regarded in the highest degree as a fair and accurate reflection of the investment in the railroad.

The officers of the Company are: J. B. BROADHEAD, President; J. B. BROADHEAD, Vice President; J. B. BROADHEAD, Secretary; J. B. BROADHEAD, Treasurer; J. B. BROADHEAD, Engineer; J. B. BROADHEAD, Superintendent; J. B. BROADHEAD, Agent; J. B. BROADHEAD, Collector; J. B. BROADHEAD, Auditor; J. B. BROADHEAD, Clerk; J. B. BROADHEAD, Stenographer; J. B. BROADHEAD, Messenger; J. B. BROADHEAD, Porter; J. B. BROADHEAD, Watchman; J. B. BROADHEAD, Janitor; J. B. BROADHEAD, Cook; J. B. BROADHEAD, Baker; J. B. BROADHEAD, Butcher; J. B. BROADHEAD, Grocer; J. B. BROADHEAD, Druggist; J. B. BROADHEAD, Apothecary; J. B. BROADHEAD, Physician; J. B. BROADHEAD, Surgeon; J. B. BROADHEAD, Dentist; J. B. BROADHEAD, Optician; J. B. BROADHEAD, Musician; J. B. BROADHEAD, Painter; J. B. BROADHEAD, Carpenter; J. B. BROADHEAD, Blacksmith; J. B. BROADHEAD, Wheelwright; J. B. BROADHEAD, Saddler; J. B. BROADHEAD, Harness Maker; J. B. BROADHEAD, Shoemaker; J. B. BROADHEAD, Hatter; J. B. BROADHEAD, Tailor; J. B. 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M A P
 exhibiting the System of Railroads centering
 at Milwaukee with their connections with the East by the great
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